





# Today's Advertisements.

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.  
SHAREHOLDERS are reminded that Appli-  
cations for SHARES of the NEW ISSUE  
must be made not later than the 2nd August  
next.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 22nd July, 1897. [1117]

"MOGUL" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

S. S. "CROMARTY."  
FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 19th July will be subject to  
rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the 29th  
July, or they will not be recognized.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 30th July, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, 22nd July, 1897. [1108]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.  
FOR LONDON,  
VIA STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for GLASGOW,  
LIVERPOOL, CONTINENTAL PORTS,  
RIVER PLATE, &c.)  
THE Company's Steamship

"KAISOW."  
E. Warrall, Commander, will be despatched as  
above TO-MORROW, the 23rd instant, at Noon,  
instead of as previously advertised.

FOR LONDON AND LIVERPOOL  
(DIRECT).  
THE Company's Steamship

"CHINGWU."  
Captain H. Harris, will be despatched as above  
on or about the 26th instant.  
To be followed by the S.S. "MOYUNE," for  
London, about 7th August.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 22nd July, 1897. [1104]

FOR SHANGHAI  
THE Steamship

"LYEEMOON."  
Captain G. Heineemann, will be despatched for  
the above Port on MONDAY, the 25th instant,  
at 4 P.M.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.

Hongkong, 22nd July, 1897. [1116]

JAPAN-EUROPE LINE.  
MONTHLY SERVICE.  
FOR KOBE (DIRECT).  
THE Company's Steamship

"WAKASA MARU."  
Captain J. B. Macmillan, will be despatched as  
above on MONDAY, the 25th instant, at 4 P.M.  
This Steamer is fitted with Superior Accom-  
modation for First and Second-class Passengers  
and is lighted by Electricity throughout.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 22nd July, 1897. [1118]

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.  
MONTHLY SERVICE.  
(Under Mail Contract).  
THE Company's Steamship

FOR KOBE AND YOKOHAMA.

"HIROSHIMA MARU."  
Captain G. Shimizu, will be despatched as  
above on FRIDAY, the 30th instant, at 4 P.M.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 22nd July, 1897. [1119]

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.  
MONTHLY SERVICE.  
FOR VLADIVOSTOCK,  
VIA SHANGHAI, CHEFOO, CHEMULPO,  
MAGASARI, FUSAN AND GENSAN.  
THE Company's Steamship

"SENDAI MARU."  
Captain C. Olsen, will be despatched as above  
on FRIDAY, the 30th instant, at 4 P.M.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 22nd July, 1897. [1120]

NIPPON YUSEN KAISHA.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"FORTUNA."  
will be despatched as above on or about 14th  
August.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 22nd July, 1897. [1123]

NOTICE TO SHIPPERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"FREY."  
will be despatched as above, about 15th August,  
&c.  
For Freight, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 22nd July, 1897. [1115]

# Today's Advertisements.

THEATRE ROYAL  
CITY HALL.  
TUESDAY, July 27th.

GRAND OPENING NIGHT  
OF THE  
POLLARD'S  
LILLIPUTIAN OPERA  
COMPANY

"BOCCACCIO."  
To be succeeded by  
"LA MASCOTTE," "DOROTHY,"  
"THE MIKADO," "H.M.S. PINAFORE,"  
"THE CLOTHES OF CORNWALL,"  
"LITTLE DUKE," "THE PRINCE OF PENZANCE,"  
"UNDER THE PUMP," &c., &c.

Plan now open at W. ROBINSON & Co's  
Music Rooms, Queen's Road.  
PRICES ..... \$3, \$2 & \$1.  
A. H. POLLARD,  
Advance Representative,  
Hongkong Hotel.

Hongkong, 22nd July, 1897. [1114]

Intimations.  
DAKIN, CRICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSIES and  
other large Consumers.  
Any complaints should be addressed to the  
Manager.

Hongkong, 21st March, 1897. [1370]

TO SUBSCRIBERS.  
SUBSCRIBERS TO "THE HONGKONG  
TELEGRAPH" ARE MOST RESPECTFULLY  
REMINDED THAT ALL SUBSCRIPTIONS  
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,  
LIMITED.  
CHEMISTS BY APPOINTMENT.  
ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF  
AERATED  
WATERS.

OUR AERATED WATER FACTORY is fitted with  
the best English Machinery, embodying the  
latest improvements in the trade.

The Forest Ingredients only are used, and the  
utmost Care and Cleanliness exercised in the  
Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are picked and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Emplies when received in good order.

Counterfeit Order Books supplied on applica-  
tion.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus will  
receive prompt attention.

The following is a List of Waters always kept  
ready in Stock—  
PURE AERATED WATER,  
SODA WATER,  
LEMONADE,  
POTASH WATER,  
SALTZETTER WATER,  
LITHIA WATER,  
SARSAPARILLA WATER,  
Tonic WATER,  
GINGER ALE,  
GINGERADE.

No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used for any  
other purpose than that of containing Aerated  
Waters, as such Bottles are never used again  
by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 19th April, 1897. [6]

# The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 22, 1897.

# REUTER'S MESSAGES.

TURKEY AND THE POWERS.  
LONDON, July 20th.

In consequence of the non-acceptance of the  
frontier line proposed by the Ambassadors, the  
Peace Conference at Constantinople are  
suspended, and the question is now in the hands  
of the various Cabinets.

[The scheme for a strategic delimitation of the  
Grec-Turkish frontier gives the mountain  
ranges to Turkey, and does not include any  
village in Thessaly.]

THE TARIFF BILL.  
The Washington House has adopted the Com-  
promised Tariff by 185 to 118.

THE "ADEN" DISASTER.  
The *Rohilla* has returned from the search for  
the missing boat of the P. & O. steamer *Aden*  
on the coast of Arabia and Socotra, both  
searches proving fruitless.

LOCAL AND GENERAL.  
The buying rate for sovereigns is \$10.15 per £.  
The disappearing dollar is down to 1s. 11½d.

The Japanese cruiser *Tsukushi Kan* was to  
leave Shanghai on the 17th instant bound  
for Foochow.

It is reported that swarms of locusts have been  
seen below Hailow, on the north bank of the  
Yangtze, devouring all vegetation in their  
course.

The Directors of the Alliance Marine Company  
resolved to declare at the annual general meet-  
ing on 30th June a dividend for the year of 30s.  
per share and a bonus of 10s. per share.

RICH has gone up to fabulous prices at Bangkok  
owing to the exceptionally low water in the  
river and creeks. As much as 75 to 76 taels is  
being paid for Namang—*Stam Observer*.

Major-General Jones-Vaughan proceeds from  
Singapore to England immediately on leave.  
The General has been on the sick list for  
some time. Lt. Col. and Brevet Col. Bogie,  
R.E., is at present commanding the Straits  
Settlements Garrison.

PEDRO GARCIA appeared on remand at the  
Police Court this morning charged with break-  
ing into No. 14, Elgin Street, Kowloon, and  
attempting to commit a criminal assault on Elias  
Marinez. After her evidence was given the case  
was remanded till 11 a.m. to-morrow.

The *Yushin Nipp* reports that Lieutenant  
Morgan of the *Yorktown* tried to take a photo-  
graph of Kuro Naval Port, but was detected by  
his guide, who drew a gentleman's attention to  
the matter. He was warned to be more polite  
and responsible, and to leave the place.

Kobe on the 8th inst., reported that she had  
taken in tow on the previous day the sailing  
vessel *Lady Wentworth*, 200 days out from  
Philadelphia, but had to cast her off on the 8th  
inst. owing to bad weather. The sailing ship  
wished to be reported all well.

At Windsor on July 6th the Queen inspected  
and handed medals to the Indian Officers at  
Windsor. The Colonial troops have commenced  
returning. The detachments of Hongkong,  
Singapore, Ceylon, Mauritius, and other Antilles  
men and Engineers have gone for a course of  
instruction to Shoeburyness and Chatham  
respectively.

Mr. HUGO FREUNDLICH addressed the Shang-  
hai Evening papers on the 17th instant as  
follows:—"As the Representative for the Hooley-  
Jameson Syndicate, I beg to inform you that  
this morning's notice in the *North China Daily  
News*, regarding the sale of H.E. Sheng's  
cotton-mills to the Syndicate, is totally  
unfounded."

HIRA SI OH, a gunner of the Asiatic Artillery,  
was brought up on remand at the Magistracy  
this afternoon, charged with perjury. Mr. H.  
L. Denny (Crown Solicitor) prosecuted.  
Bolarar Singh, bailiff of the Asiatic Artillery,  
gave evidence that the defendant ob-  
tained his permission to come to Hongkong  
on the 29th April. Hira Si Oh, a naik,  
said that he heard the defendant ask the last  
witness's permission to go to Hongkong, and  
he saw him return about 8.30 p.m. After further  
evidence the defendant was committed for trial.  
Mr. Denny said that the Attorney-General  
wished this case to be taken at the present  
Criminal Sessions.

At the Plymouth Police Court on the 11th June  
William Ramsey Kennedy, master of the ship  
*Crescent*, of New Brunswick, was summoned  
for not making certain entries in the Log Book  
as directed by the Merchant Shipping Act of 1894,  
and for making a false report in the  
log, knowing the same to be incorrect. The  
log of the *Crescent* contained certain entries  
as to the character of the crew, together with  
a general certificate of character as to the conduct  
of the men on the voyage. It also stated that a  
man named Neil Martin was shipped in London  
as assistant boatswain, and his character was  
logged as very good to the entry made at the  
completion of the voyage, whilst other entries  
made during the voyage showed that Martin  
had been fined for drunkenness, and had  
deserted at Hongkong. Other members  
of the crew, Chinese, named Fat and Sew,  
had deserted and been fined for drunkenness,  
but defendant gave the whole of them good  
characters. The master admitted that the men  
were drunk, but explained that their characters,  
logged after the voyage by him, were done in a  
hurry. The Bench considered the offence a  
very serious one, and inflicted a fine of £10 and  
costs.

AN unfortunate accident is reported by Van-  
couver papers to have happened to Mr. Mayhew,  
an engineer on the *Empress of Japan*, on June  
18th, whereby he will probably lose the tips of  
three fingers of his right hand. While lowering  
a cylinder the chain gave a sudden jerk and the  
heavy weight dropped on his hand, crushing it  
terribly. Medical aid was at once summoned,  
but it was feared amputation would be necessary.

A Peking correspondent informs the *China  
Gazette* that one of the claims pressed by the  
Russian Ambassador on the Chinese Government  
was a right to use the Manchurian rail-  
way to carry Russian troops both in time of  
peace as well as of war.—"Peking" Anyway,  
Russia will do just as she pleases with her rail-  
way and China is not likely to attempt inter-  
ference. It is conceivable, though, that others  
might do so.

With a view to keeping such inferior and un-  
desirable individuals as the well-known "foreign  
devils" within bounds, the Taotai of Soochow  
has issued a proclamation informing the lam-  
like subjects of His Most Gracious Celestial and  
Mighty Majesty the Emperor of China that they  
must not sell land to foreigners. This dis-  
tinguished Chinese mandarin seems to be a very  
glad individual, far too good a man to be only a  
common or garden Taotai; President of the Board  
of War or Guardian of the Son of Heaven is  
about his mark.

A SPECIAL London wire to the *Allahabad  
Pioneer* says that Sir Francis Grenfell will succeed  
General Kneller, whose tenure expires in  
August, in command of the forces in Egypt.  
This is considered clearly to indicate the in-  
tention of Government that the next Nile campaign  
shall be on a serious scale. Sir Francis Grenfell,  
who will shortly become Lieutenant-General,  
knows Egypt thoroughly, and is much senior to  
General Kneller, who will, of course, act  
under him. There will, perhaps, be no important  
move till next year, when the force is to include  
an Indian contingent.

It is with deep regret that we record the sad  
death, from dysentery, of Mr. Cecil Rowland  
Brook Drummond, midshipman of H.M.S.  
*Undaunted*, which occurred at the Royal Naval  
Hospital yesterday afternoon. The deceased,  
who had only lately arrived on the station,  
passed out of the *Britannia* in May last, having  
passed a very creditable examination for which  
he gained seven months' extra-time. His loss is  
deeply deplored by his messmates and all  
who had the pleasure of his acquaintance. The  
deceased was buried at Happy Valley this  
afternoon with full naval honours.

It was not quite so cold to-day, as it was a  
week ago. The thermometer registered 86 in  
the *Hongkong Telegraph* at 10 o'clock  
this morning and at 3 p.m. it was up to 92,  
with every prospect of a slightly further rise.  
That, however, was nothing compared with the  
brilliant heat of Queen's Road Central, and par-  
ticularly under the Post Office verandah, where  
there would have been no difficulty in roasting  
eggs and toasting bread on the red-hot stone  
steps. We've heard of no deaths to-day from heat  
stroke, but if Mr. Sel doesn't very soon make  
it, he will be surprised if there are not some victims  
of the stifling heat we are just now experiencing.  
It's no wonder that everybody, including our  
office collees, takes to the verandah in Queen's  
Road just now, and so long as they don't carry  
slip buckets, or bump into a policeman with a  
painted pole, or lead a real live race-horse along  
the pavement probably no one will interrupt and  
nobody will get fined for a first offence in the  
Police Court.

THE *North China Daily News* winds up lead-  
ing article No. V. on Mr. Brennan's Trade Re-  
port with the following noteworthy remarks: "As  
regards Mr. Brennan's report as a whole, we can-  
not say that it is of very much value, and indeed  
this we only say to be expected, inasmuch as  
China, nor does it contain much that is new for  
the guidance of manufacturers and shippers  
home. It may be indirectly valuable to us all if  
it impresses on the Foreign Office the abso-  
lute worthlessness of Chinese official prom-  
ises, whether made by the Tzongli Yamen  
at Peking, or by Sir Halliday Macartney  
in London; and it is a permanent tribute  
to the good work done by the Shanghai  
branch of the China Association, to which Mr.  
Brennan is confessedly largely indebted for in-  
formation and suggestion."—Quite true. Chinese  
official promises are of the pre-cursor order—  
mean by the makers to be broken. And yet  
there are high and mighty British officials in the  
East who don't mind telling intelligent British  
subjects that Taotai So-and-so has promised to  
do so-and-so and it due course will doubtless do  
so-and-so!

At the annual meeting of the Messageries  
Maritimes the report showed that the receipts in  
1896 from all sources, and including a small  
balance carried over from the preceding year,  
amounted to 6,345,364 francs, and the expenses,  
including the reductions for depreciation, to  
5,634,764 francs. Compared with 1895, there was an  
increase of 2,685,364 francs in the former and an  
increase of 2,850,903 francs in the latter. The dividend for  
the year was fixed at 27½ francs per share of 500 francs,  
as against 30 francs for the previous year. The results  
of the year's working were, nevertheless, con-  
siderably satisfactory, taking into account the out-  
break of cholera in Egypt, the falling-off of trade  
with South America, and the decline in the rate  
of freight with the Far East. At the end of  
1896 the company's fleet consisted of sixty ves-  
sels of a total tonnage of 219,000 tons and  
176,550 horse-power. After deducting the *La  
bourdonnais*, the tonnage increased on the year  
5,917 tons. The company had building at the  
end of 1896 at its La Ciotat works the two  
large double-deck steamers, *Zey* and *Andes*,  
both intended for the Indo-China principal line.  
The *Zey* has since been launched, and another  
steamer has been laid down on the stocks, and  
a fourth will be commenced as soon as the *Andes*  
is launched. These steamers are all re-  
quired for the execution of the engagements  
entered into by the convention for a renewal  
of the mail contracts concluded in 1895.  
The company has also building the steamer  
*Dauphine* for the Calcutta branch line, and the  
*Sinal*, a large cargo boat, for the Far East.  
The fleet still comprises a certain number of  
vessels dating from before 1876. Compared  
with 1895, there was an increase of 13,705 in  
the number of passengers carried; 394,583 in  
that of parcels, 64,284 tons in the merchandise;  
and 38,374,610 in the value of specie and  
valuable goods. The toll paid to the Suez Canal  
Company amounted to 2,600,000 francs. The sub-  
sidy of 1,000,000 francs for the coal on the  
line to the East caused a considerable  
reduction in the cost of fuel, and where English  
coal had to be employed, the price decreased  
from the dislocation in the outward freight of  
coal ships.

THE Hon. Treasurer of the Alice Memorial  
and Netherdale Hospitals begs to acknowledge  
with thanks the following donation to the  
funds of the Hospitals:—  
Tam Ha Si..... \$5

The British ship *Limosa*, which cleared from  
Frisco May 20th for Glasgow, had on board the  
only cargo of redwood lumber that has ever left  
there for the Clyde. In order to bring her down  
to the Plymouth mark a quantity of the lumber  
was stowed on her deck.

There have been appeals has been refused by the  
Privy Council in the *Carew* case will be a  
matter of satisfaction to all who followed the  
course of the trial and who agreed with the  
verdict of the jury that was returned, says the  
*Strait Times*. On the evidence, there could  
only be one just and logical verdict, and that  
was the verdict which the jury returned.  
There can be no doubt that Mrs. Carew  
toiled and murdered. Did her husband  
die, and how any sympathy can exist for  
such a woman is as difficult to conceive as to  
explain. Yet, there is such morbid sympathy  
as there was in the Maybrick case, but be-  
tween that sympathy and the law fortunately  
exist barriers that ensure that justice shall be  
done, and in this case, justice, tempered as it is  
by mercy, means penal servitude for life.

COMMENTING on the recent quarantining of the  
*Empress of China*, the *Herald* says:—"By way  
of contrast to this silly business, and as an  
immediate consequence of the Vienna Con-  
ference, it may be mentioned that a transport  
from India, carrying 1,200 men, women, and  
children, reached Southampton a month ago,  
having had on board a case of plague which  
terminated fatally before she arrived at Sicily.  
On her arrival at Southampton, all on board  
were examined, and found healthy; and, follow-  
ing English practice, none were detained; for just  
as we object to consider any man guilty because  
he has not absolutely proved his innocence, so  
we object to consider that he is in the incu-  
bation stage of an infectious disease merely because  
it is not impossible that he may be so. The  
paste of the vessel which the plague patient had  
occupied were disinfected, and the incident was  
at an end."

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

The first ordinary general meeting of the  
above company was held at 3 p.m. to-day, at  
the Hongkong Hotel. Mr. A. Anderson pre-  
sided and there were also present Messrs. Tho-  
mas Skinner, F. Dodwell, G. H. Medhurst, C. N.  
Young and A. Ellis (secretary).

The Chairman said:—Gentlemen, I regret  
there are so few shareholders present and also  
that Mr. Wheeler is absent. The accounts in  
your hands speak for themselves and I can only  
repeat the report I feel at the resultant loss. It  
must be borne in mind that these accounts cover  
the whole year ending May 31st last. There was  
very little business done in the first three months  
and expenses were incurred from the commence-  
ment. The expense of advertising has been  
very heavy; but this was unavoidable in the  
beginning and it can now be materially reduced.  
The working of the Shanghai branch has been  
disappointing, but there has been more business  
done of late and we hope it will further in-  
crease in the future. The Directors will, however,  
be guided in their actions regarding this branch by  
the reports of the Superintendent, Mr. Skinner,  
after his visit there. Here the business has  
gone on satisfactorily. There is nothing else  
which occurs to me to say at the moment, but  
if any shareholder has any remarks to make I  
will be glad to hear them before moving the  
adoption of the report and accounts.

Mr. Fred Dodwell seconded the motion and it  
was carried unanimously.

On the motion of the Chairman Mr. W. H.  
Potts was re-elected auditor.

This ended the business.

THE REPORT.  
The following is the report of the General  
Managers passed at the meeting to-day:—  
Gentlemen,—The General Managers beg to  
submit the accompanying statement of the Com-  
pany's accounts for the year ending 31st May  
1897, showing a balance of 6,345,364 francs,  
carried forward to the debit of new profit and loss  
account.

The General Managers regret the loss shown  
by the accounts, in consequence of the  
difficulties and delays attending the inauguration  
of such a business, and the small turn-over at  
Shanghai. They intend that the Company's  
Superintendent, Mr. Skinner, shall visit that  
port at an early date, and report upon the pros-  
pects for business there in the future; and that  
he shall then visit Japan, where, as yet, no pro-  
gress has been made.

The operations of the Agency in Hongkong  
have been satisfactory, and the prospects for an  
increasing and remunerative business are  
favourable.

Auditor.—The accounts have been audited by  
Mr. W. Hutton Potts, who offers himself for  
re-election.

E. S. WHEELER, } General Managers,  
ARTHUR ANDERSON, }  
Hongkong, 19th July, 1897.

BORNEO TRADING AND  
PLANTING CO.

The extraordinary meeting of this company was  
held on 19th June at Whitechapel House, London.  
Mr. J. S. Scarth presided. The Chairman  
proposed the adoption of the report and accounts,  
remarking there had been a loss on the two  
years' working, from January, 1895, to December,  
1896, of £155. The motion was seconded by  
Mr. P. Bennett (managing director), and  
carried.—An extraordinary general meeting  
for the purpose of considering resolutions  
for the winding-up and reconstruction of  
the company, with a capital of £100,000, in  
shares of 10s. each.—Mr. Roberts (the manager  
in Borneo) said the course proposed by him in  
his report was, in his opinion, the only one  
giving any prospect of the shareholders recoup-  
ing their losses. The best way of realising  
their assets was, first by the sale of timber, and  
next by their lands; but the latter would require  
some developing before they could hope to do  
anything with it. He hoped that £10,000 to  
£15,000 would enable them to get dividends,  
and after that the company would proceed to the  
full development of the property.—Mr. Bennett  
said Mr. Roberts had never been provided with  
adequate capital, and in his opinion, the present  
position was entirely due to that. With one  
exception, the directors had been in favour of  
keeping him better supplied; but the one member  
of the board had preferred to "sit on the money."  
If the company were reconstituted, the board  
would propose at present to call up only 1s. of  
the 2s. due on the shares, which would provide  
£10,000. Mr. H. Wells (petitioner) said, as a  
shareholder, Mr. Roberts, when he took office in  
1891, began with a debit balance of £8,443, and  
the amount had been reduced year by year until  
it was now only £1,000, and there was every  
hope that Mr. Roberts was supplied with a  
moderate amount of money he would be  
able to produce good results. After a long  
discussion, an amendment was rejected and the  
original resolutions were passed by 10 votes  
against 5.

# SMART SALVAGE WORK.

The steamer *Sultan*, which ran on the north-  
ern island of the Miao-tiao group on the 14th  
June arrived at Taku on the 7th July under her  
own steam. She now lies alongside the Taku  
Tug and Cable Company's jetty at Taku, and  
to all outward appearance has, according to  
the *Tientsin Times*, suffered very little injury.  
Of course the vessel's bottom had not been  
examined, and it will be impossible to say what  
amount of damage has been sustained until the  
vessel has been docked. We learn that the  
T. T. & C. Co. are daily engaged in extending  
one of their docks and preparing it for the  
reception of the steamer, with the view of  
thoroughly inspecting her. There are three  
holes in the steamer, and it is possible that the  
false bottom has been badly ripped by the rocks,  
but the Company are hopeful that all the repairs  
can be executed in Taku.

The rapidity with which the vessel has been  
brought to Taku is apt to create an opinion that  
no great difficulty had been experienced in raising  
the vessel. This, however, is not the case, and  
the greatest credit is unquestionably due to  
Tug and Cable Company who superintended the  
salvage operations, for the patience and  
skill displayed during many anxious hours.  
He was ably assisted by Mr. Crawford,  
Captain Stavers, and latterly by Mr. Macrae,  
Captain Brown and Mr. Cromarty. All the skill  
and energy would have, however, been of little  
avail had those engaged not been provided with  
the splendid equipment of wrecking gear which  
the T. T. & C. Co. now possess, including 8-inch  
and 6-inch pumps.

The Chinese divers, working with one of  
Liebe and Forman's newest apparatus, worked  
admirably and indefatigably. The T. T. & C.  
Co. is to be congratulated on its success, but  
the foresight displayed in providing itself with  
wrecking gear, diving apparatus and trained men  
to use them was sure, sooner or later, to bring  
its own reward.

THE TOCHI VALLEY.

The tribesmen who attacked Mr. Gee's expedi-  
tion on the Indo-Afghan frontier, and killed  
and wounded a number of British officers, and  
who are now to be punished for their treachery  
and brutality, are well remembered by a gentle-  
man in London acquainted with the Tochi  
country, who has conferred to a representative  
of the *Pall Mall Gazette* his recollections  
of the men and of the mountains which  
they inhabit. The men who live on this  
part of the North-west frontier of India are,  
he says, splendid fighters, of good physique  
and capable of much if well led. They are  
divided into numerous tribes, and are constantly  
at a kind of feudal system, and are constantly  
warring on tribal warfare among themselves.  
They dwell in valleys which are only accessible  
by passes of great height and enormous difficulty.  
Their attack on the expedition he attributes to  
fanaticism. In the region they inhabit the  
scenery is of the wildest grandeur.



and sheep's wool 49780 picols. The United States has been the principal buyer of wools, and tanned and untanned skins. Messrs. Taylor & Co. shipped about 400,000 skins, making an excellent profit, &c.

**RIVER.**  
Although, through heavy rains, the river has risen about five feet, yet there is only six feet three inches in the Mainland. There are 13 feet of water on the Taku Bar.

**TRADE.**  
There is no change to report in imports and exports. Cash is dearer and silver 3 per cent cheaper.—*Mercury.*

## THE YANGTZE REGION.

United States Consul A. C. Jones, of Chinkiang, has drawn up a comprehensive report on the Yangtze River. The whole trade of the Yangtze Valley, inhabited by a population of over 100,000,000, is conveyed on this mighty river, and the great bulk passes inward and outward through Shanghai. The treaty ports on the river are the collecting centres towards which exports flow from the provinces, while the imports are received in Shanghai and thence carried by local steamers and launches to the various distributing centres on the river, of which Chinkiang is by no means the least. It is thus seen that the Yangtze River is the most important part in the enormous traffic carried on in Central China. A description of this river should, therefore, take precedence in any article on trade, and I propose dealing with it first.

He proceeds to enumerate the various treaty ports on the river, and gives statistics of their trade, and the methods and means by which it is carried on. He seems to be of opinion that Chinkiang can be reached by steam, but, though steam communication will minimise the danger, the river navigation between Chinkiang and Ichang will always be great. From the report, which is both lengthy and interesting, and includes much information which will be within the knowledge of our readers who have interests in the Yangtze Valley, the *China Gazette* makes the following extracts:—

"The Yangtze, on account of its great length, its floods, its rapid rise and fall, and immense deposits of silt, the frequent formation, shifting, and disappearance of sand banks, according to the season, is somewhat difficult to navigate. Pilots are required whose knowledge of the channel in all its changing conditions enables them to cope with the caprices of the river. It is worthy of remark, however, that, in spite of all its vagaries, the river never stops sufficiently at any one point to cause a suspension of steam traffic, and it is only in the winter months that there is any trouble. From March to November vessels of the deepest draft may be taken to Hankow in perfect safety."

At Tientsin, the last passenger station I reached, and close to this is North Tree. A large buoy, moored in the fairway here, marks the beginning of the Lung Shan Crossing—that portion of the river dreaded by passengers and pilots, as navigation after dark of this intricate network of shoals and sand banks is utterly out of the question. All vessels bound downstream anchor off North Tree at daylight, and upward-bound craft time their departure from Woonsoo so that the passage can be made in daylight. Fog is a frequent occurrence near the mouth of the river during the winter, and on the approach of a fog everything about has to drop anchor and wait patiently till the weather clears. The channel is marked by beacons, which can easily be seen on a clear day, but absolutely nothing has been done to make navigation possible during the night. Only the steamer companies and customers know what loss of money and valuable time is annually incurred by the utterly defective marking of the important waterway, reserved by upwards of 2,000,000 tons of cargo during the year. Nothing could be easier or simpler than to place an adequate number of buoys from Woonsoo to North Tree, and to light at least those at the critical points with electricity. Navigation at all times, except during fog, would then be perfectly safe.

The names of rivers, towns, &c., in China are descriptive, as for instance, Hoang-Ho, or Yellow River, from its muddy waters. I can find nothing, however, from which to derive the name of Yangtze, except the opinion, entertained mostly by the *Illustrated*, that it comes from the city of Yangchow (now, twelve miles inland) whose walls were formerly, it is said, washed by its waters. If this be correct, its course has undergone a remarkable, but not unparalleled, change during the last few centuries. From Chungking to the sea, it is familiarly known to the people by the proud name of the Great River, the Hoang-Ho, and the Yangtze, emptying into the ocean their salted and mighty volumes of fresh water, has given rise to the name of the Yellow Sea.

River navigation was inaugurated by the large American shipping houses of Augustus Heard Co., Olyphant and Co., and Russell and Co., together with Dent and Co., and other British firms. Most of these firms were dissolved during the disastrous trade crisis of 1866-67 and their steamers were bought by Russell & Co., who, in 1867, founded the Shanghai Steam Navigation Company, with a large fleet of river and coast steamers under the American flag. This company quickly monopolised the whole river traffic, both for passengers and freight, and for ten years ran without competition. In 1876 the Chinese Merchants' Steam Navigation Company, a native undertaking, appeared and secured a good deal of the freight traffic, and at this time the Shanghai Steam Navigation Company was dissolved and its steamers sold to the native company.

Navigation on the river is now practically in the hands of three companies—viz, the China Navigation Company (British), the Indo-China Steam Navigation Company (British), and the China Merchants' Steam Navigation Company (Chinese). These maintain a daily service between Shanghai and Hankow. Steam connection is also maintained between the latter port and Ichang, the Chinese Government preserving foreign steamers to run further up the river.

This river trade would be capable of indefinite development were certain restrictions imposed by the Chinese Government withdrawn, and the whole of the ports thrown open to foreign trade. Full-power passenger steamers of light draft are wanted and could be run with profit. To the most casual observer, it is quite evident that the resources of this mighty river and its affluents have been but slightly exploited. The river towns, once thrown open unreservedly to foreign commerce, and the blighting system of native Customs excise regulated and centralised, an enormous development of trade and steam traffic would ensue.

One can picture the Yangtze bearing numbers of steam craft of every description laden with valuable products of foreign and native industry, their decks crowded with passengers, the towering masts of the different provinces, the cities on its banks densely populated and the people active, happy, and prosperous; foreign machinery and implements developing the unlimited resources of their fields and hills. Railways running north and south through the land will connect by means of steam ferries across the river; on the innumerable canals and inland waterways, the steam passenger boats will replace the junks and sampans (especially used

structed fast passenger steamers running frequently during the day will carry their human freight; and, finally, the American flag will, it is to be hoped, once more be proudly and prominently displayed in this great waterway, from which it should never have withdrawn. This prospect is but a logical result of freeing the Chinese people from their present burden of taxation and opening the whole country to foreign trade.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship Mr. A. G. Wain, Puisne Judge.)  
July 22nd.

## THE ARSON CASE.

The charge of arson against Cheng Kwan Ting was resumed this morning. Mr. W. M. Goodman (Attorney General) instructed Mr. H. L. Denney (Crown Solicitor) to prosecute and Mr. F. Robinson (instructed by Mr. J. F. Rees) appeared for the defence. The jury was as follows:—A. Fiddle, A. H. Harper, F. Silva Netto, C. F. Michelin, G. C. W. Kirkpatrick, M. D. S. Pereira, L. P. Gilmann.

Mr. Robinson said that the prisoner wished to make a statement. That he submitted should be done before counsel addressed the jury. His Lordship said that the prisoner should make his statement after counsel's address. Mr. Robinson, in addressing the jury, said that it was perfectly plain that there was no internal communication between Queen's Road and Jervois Street. With regard to the circumstances of the case there were points which were incidental and of which evidence could be given, but the doctrine that the prisoner could not make a statement and also call witnesses prevented him from doing so. The fact that the prisoner could not make a statement and call witnesses was a relief to him, and a disgrace. There was no disputing that it was a case of arson; but who did it? He submitted that it was all a trick of Wong Yuk Ping intended to shield himself. Supposing the arson had been successful and the Insurance Company paid the amount of the policy, Wong Yuk Ping would have undoubtedly put in his claim for a share. The jury should judge the case by their own consciences according to the evidence, and if they had the slightest doubt regarding the prisoner's guilt they should acquit him.

The prisoner then made a statement in which he said "I am a partner in a shop in Hongkong. I am a shareholder to the extent of \$1000 in the Lee Yung On crockery shop and also \$1000 in another crockery shop. I have also supplied articles to these shops to the extent of \$1,500. The \$1,500 belonged to a classmate of mine. I am a shareholder of the Kwong On Loong cigar shop to the extent of \$500. The master of the cigar shop asked me to take the cash. During the day I was in the crockery shops and at the night at the Kwong On Loong shop to look after the cash. Wong Yuk Ping said that I told him on the 8th April that I intended to set fire to the shop. I never said that and never had any intention to do so. He said that he resigned from partnership on the 1st May but that is not true. The handwriting in the book relating to stock-in-trade is not mine. Wong Yuk Ping controlled and managed the business of the shop. About these two pieces of paper found in my box I found them under the cross counter after Wong Yuk Ping went to Canton. I kept them to get an explanation from him. I have every reason to believe that Wong Yuk Ping told many goods from the shop without entering them into the books and I have every reason to believe that he set fire to the house to hide his delinquencies."

After the Attorney-General had addressed the jury and His Lordship summed up, the jury returned a verdict of "guilty" and a sentence of 7 years on each count was passed; the sentences to be concurrent.

## IN ORIGINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington Kt., C.M.G., Chief Justice, and a special Jury.)

## THE CHARTER-PARTY CASE.

The suit, Tollefson and others v. Tasson, in which the plaintiffs claimed \$5,221.90, money alleged to be owing on a charter-party of the Norwegian steamer *Sharpsno*, was resumed to-day. Mr. J. J. Francis, Q.C. (instructed by Mr. J. Hastings), appeared for the plaintiffs, and Mr. H. E. Pollock (instructed by Mr. C. D. Wilkinson) appeared for the defendant.

The following special jury was sworn: Messrs. D. E. Brown, D. Gillies, S. Wheatley, W. R. Lewis, C. S. Sharp, A. G. Monie, and A. G. Stokes. Captain Tollefson, continuing his evidence, said that sometimes as captain of the *Sharpsno* he was authorised to sign charter-parties. In this case he had no authority to sign. Mr. Wieler could not instruct him to sign unless he had the owner's instructions. Witness put an end to this charter-party by telegraphing Mr. Wieler. He thought it best to do so also on account of the trouble at Nagasaki. The payment under the charter party, excepting a few small advances, were paid direct to Wieler & Co., at Hongkong. While at Nagasaki in December, 1895, witness did not know what payments had been made under the charter party. If Messrs. Sennett & Co. and Mr. Tasson had paid the charter money, the ship would have been at their disposal till January. It was on account of the non-payment of the charter money witness put an end to the matter.

Re-examined by Mr. Francis, witness said he sent a telegram on the 31st to Sennett & Co., to know if they would pay the money; or, break the charter party. If he could have got cargo at Nagasaki he would not have been able to go to Shanghai as he had no bunker coal and no money for disbursements. Had only met Mr. Tasson three or four times, when they spoke in English. Witness had no difficulty in making him understand on those occasions.

To the foreman of the jury (Mr. D. E. Brown) — Did not know of any port at which it was provided the ship should be given up. To a juror — When he got the telegram in October from Wieler & Co. he was referred to Mr. Bondingham. To His Lordship — The first he knew of the charter was when he called on Sennett & Co. At the office Mr. Tasson took part in the conversation and witness had the clear understanding that Tasson had chartered the ship. Tasson then spoke in English. Witness believed that \$5,000 were mentioned as the terms of the charter. Witness told them he had no instructions and knew nothing about it. He declined to go to New-chang. It was not until he received instructions from Wieler & Co. — Witness called in the afternoon at Sennett & Co., and, again, saw Tasson. Witness wanted a letter confirming the charter as it would be safer. He was certain it was explained to Tasson that witness wanted a confirmatory letter. Tasson said he wanted to write the letter himself. He did not see Sennett's writing, but he knew it was Tasson's, and they went away. He

was Tasson placed the letter, unsealed, in witness's hands. Defendant said the signature was his proper name, and he appeared fair to defendant; Sennett did speak Spanish to Tasson, but English was mostly used. At the interviews witness understood from Tasson that he was the charterer and Sennett was the agent. When Bondingham resigned at Nagasaki there was no agent there. There was no trouble about the first two voyages and the actual management was by Sennett. Witness knew nothing of the permit of the Japanese authorities. On the subsequent charter for Kurehoku the ship was to get \$200 a day from New-chang in Kobe. Mr. Wieler, recalled by Mr. Francis, said for amounts only had been received on the charter party.

Mr. Pollock objected, saying Mr. Wieler was not in Hongkong at the time the payments were made. It could only be proved by the clerk who made the entries.

His Lordship said the law made books of account evidence in a certain extent.

Mr. Pollock said Mr. Wieler's statements were not evidence at all.

His Lordship said he thought differently. Witness, to Mr. Francis, he received all the payments from Olen & Co., of Shanghai. The accounts produced were those connected with the charter party.

Mr. Francis put the accounts in and asked that they be marked as evidence.

Mr. Pollock objected and asked that his objection be noted. It would not be fair to his client to show it to the jury when he had not seen it.

Mr. H. E. Pollock, in his opening address for the defence, said he knew and had the issues at point very clear, and he was for the jury to decide whether or not defendant did authorise Sennett & Co. to enter into a charter party on his behalf regarding the *Sharpsno*. Counsel said he would call defendant and two witnesses to prove that defendant was not a partner in the chartering, but that he had ventured on the cargo. Defendant had only entered into an agreement with Sennett at Kobe with reference to certain cargoes the steamer was to bring from New-chang in Kobe. Mr. Pollock then read an agreement between defendant and Sennett to the effect that he would take a joint risk on the cargoes.

L. J. Tasson, the defendant, then gave evidence through an interpreter and denied that he had entered the charter party, and in his statements he went out what had been said by his counsel. He said he only knew a little English and Sennett the charter party in November, 1895. He never saw it in October or November, 1895. He knew Sennett was not present when the charter was made and Sennett in December, 1895. He left the management of the whole matter to Sennett. He knew nothing of the sub-charter to the Japanese. Kure absolutely nothing about the permit to enter Japanese waters.

While absent from Kobe from November, 1895, till January, 1896, he had no communication from Sennett regarding the *Sharpsno*, nor from anyone else.

To Mr. Francis — He was 35 years of age and had been in business on his own account for about 10 years, chiefly in Manila. He had been in Manila some 8 or 9 years in business, buying merchandise, grain, &c. He paid all his debt, and took \$1,000 in hemp and 10,000 in coin to Japan. At Kobe he chartered the steamer *Prosper* to take coal to Manila; he chartered her through Sennett in his own name. As to the steamer *Albion*, Sennett said that he was a broker and had the steamer ready for chartering. On first arriving he told Sennett he was arranging to ship coal to Manila. When he first went to Japan he intended to settle down permanently there. He and Sennett & Co. were partners in the working of the *Sharpsno*. He knew from Sennett that a Chinese man wished to ship cargo to New-chang. He had never seen the charter-party. It was between 5 and 6 o'clock in the afternoon when he wrote from a copy written by Sennett and signed the letter to Captain Tollefson confirming the charter of the *Sharpsno*. He did not understand the whole of the letter. Captain Tollefson was not present when he wrote the copy of the letter was given him by Sennett. The letter was to ratify their contract and to direct the steamer to proceed to New-chang. He was not one of the charter-party, although he gave order, in writing, because he had a share with Sennett.

Defendant was further examined by His Lordship.

Mr. Bondingham said that he examined the conversation between Sennett and Tasson and gave evidence in support of Sennett's statement. The Court was still sitting when we went to press.

## SHIPPING NEWS.

London, June 18th.  
Messrs. David and William Henderson and Co. of Paitich, have launched within the last few days another twin screw steamer of 6,000 tons, which they have built to the order of the Nippon Yusen Kaisha. The vessel's principal dimensions are:—Length over all, 465 ft.; beam, 40 ft.; draught, 24 ft.; and depth, 33 ft. 6 in. She is enclosed in Lloyd's 100 A, three-deck class. The machinery will be supplied by the builders, and consists of two sets of triple-expansion engines, each saving cylinders 30 in. dia. and 55 in. stroke, and 43 in. diameter, and two single-ended boilers, constructed for a working pressure of 200 lb. per square inch. On leaving the ways, the vessel, which is a sister ship of the *Wakami Maru*, was named the *Tanaka Maru*.

The steamer *Tanaka* has been launched by Messrs. Joseph L. Thompson and Sons (Limited), Sunderland, for the Osaka Shosen Kaisha, Ltd., of Osaka, Japan, and is the third vessel built by this firm for these owners. Her principal dimensions are:—Length, between perpendiculars, 330 ft.; breadth, 43 ft.; depth, moulded, 28 ft. 3 in.; and she is designed to have a deadweight carrying capacity of about 3,000 tons, with a speed of about 14½ knots. She will carry 28 first-class passengers and 50 second-class passengers. The vessel will be fitted with triple-expansion engines, built by Messrs. John Dickinson and Sons (Limited), Sunderland, the cylinders being 25½ in. dia. and 47 in. stroke, and 48 in. diameter by 48 in. stroke. Steam is supplied from four single-ended boilers working at 180 lb. pressure.

The British Consular Report on the trade of California in 1896 mentions that during the year important negotiations were held with representatives of Japanese steamship companies with a view to the establishment of a line between Yokohama and San Diego, via Honolulu. These negotiations are still in progress, but it is impossible to foretell their outcome. The outlook is favorable, however, for the early establishment of commercial relations with the Orient direct from San Diego Bay, inasmuch as the Santa Fé system, the only transcontinental line owning its own track direct from Pacific tide-water to the City of Chicago, has no connection with the Orient, and thus is unable to compete with its formidable rivals for international business. A steamship line at San Diego is a necessity to the Company, and self-interest will, no doubt, cause it to hasten the plans made several years ago for the inauguration of such a line.

Messrs. Scott & Co., Greenock, have contracted to build for Messrs. Butterfield & Swire, for the service of the China Navigation Company, six steamers, each of 3,000 tons—*Imo* and *Okura*.

## R. A. U. B.

Singapore, July 15th.  
Mr. Bibby arrived from Raub last evening by the *Sappho*. He will leave probably next week for America on route for England. Mr. Bibby has, unfortunately, not yet fully recovered from the bad attack of fever he experienced when last in Singapore, and has been somewhat seriously unwell during his journey from Raub this time. He is considerably better this morning, and, in the circumstances, will expedite the arrangements for his departure as much as possible. He expects to reach England some time in September, and his principal object in visiting the United States is to examine and report upon such electric installations as may be most suitable for the installation at Raub.—*Strait Times*

## NOTANDA.

## CALENDAR.

**Meteorological means based on ten years' observations to 1895.**  
Barometer ..... 29.73  
Thermometer ..... 81.5  
Humidity ..... 83  
Rainfall ..... 15.98

## TO-DAY.

**WEATHER REPORT.**  
On date At On date At  
10 a.m. 4 p.m. 10 a.m. 4 p.m.  
Barometer ..... 29.91 29.85  
Thermometer ..... 86 87  
Humidity ..... 68 69  
Rainfall ..... 0.03

## TO-DAY.

Thursday, 22nd July, 1897. (St. Mary Magdalene)  
Chinese—23rd of 6th moon of 23rd year of Kwong-si.  
Jewish—22nd Tammuz, 5657.  
Mohammedan—21st Saphar, 1315.  
Sun—Rises ..... 5hr. 38min.  
Sets ..... 5hr. 15min.  
High water—Morning ..... 5hr. 15min.  
Afternoon ..... 5hr. 38min.  
Low water—Morning ..... 5hr. 59min.  
Afternoon ..... 5hr. 15min.

## ANNIVERSARIES.

1863—The American bark *Bertha* unsuccessfully attacked by pirates near Stone-cutter's Island.  
1868—The *Frederick*, a collier ship, discovered off Hakodate with only 42 coals on board and no Europeans.  
1873—The s.s. *Emeralda* lost on the Philippine Islands.  
1889—The Yellow River burst its banks at Chang-khi; great floods.  
1896—Marriage of Prince Carl of Denmark and Princess Maud of Wales.

## TO-MORROW.

Friday, 23rd July, 1897.  
Chinese—24th of 6th moon of 23rd year of Kwong-si.  
(Anniversary of Kwan Ti's ascent to Heaven.)  
Fe of Chah Yung, the spirit of fire; and Fe of the god of thunder.  
Jewish—23rd Tammuz, 5657.  
Mohammedan—22nd Saphar, 1315.  
Sun—Rises ..... 5hr. 38min.  
Sets ..... 5hr. 15min.  
Moon—in Aries ..... 11hr. 5 m.  
High water—Morning ..... 5hr. 15min.  
Afternoon ..... 5hr. 38min.  
Low water—Morning ..... 5hr. 59min.  
Afternoon ..... 5hr. 15min.

## ANNIVERSARIES.

1853—Thirty-eight convicts drowned in Hong-kong harbour by the capsize of a boat.  
1882—Armed attack on Japanese Legation at Seoul, Korea, and eight of its members killed.  
1892—Loss of the ship *North American* in the Kii Channel.  
1896—Loss of the German gunboat *Hilse* and her crew with the exception of ten men.

## SHIPPING AND MAIL NEWS.

**MAILS DUE:**  
English (*Katara* & *Hind*) 24th inst.  
American (*City of Rio de Janeiro*) 26th inst.  
Australian (*Chitina*) 26th inst.  
Indian (*Sutang*) 26th inst.  
German (*Bayern*) 26th inst.  
Tacoma (*Brasara*) 29th inst.  
Tacoma (*Tacoma*) 31st inst.  
Australian (*Arila*) 31st inst.  
Canadian (*Empress of China*) 4th prox.  
American (*Galle*) 5th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, which left Hongkong on the 23rd inst., arrived at Vancouver (B.C.) on Tuesday, the 20th inst. at 4 p.m.

The "Richman" Line steamship *Maria Richman*, from Antwerp and Hamburg, passed the Cantu today, and may be considered due at Singapore on or about the 23rd prox.

**SHIPPING RETURNS.**  
From 5 p.m. yesterday to 5 p.m. to-day.

**ARRIVALS.**  
Kwangtung ..... steamer, from Shanghai  
Peking ..... " " Canton  
Oyashima ..... " " Amoy  
Cromarty ..... " " Singapore  
Peking ..... " " Yokohama  
Kaito ..... " " Shanghai  
Aggregating, 10,361 tons register.

**DEPARTURES.**  
Clara ..... steamer, for Hongkong  
Triumph ..... " " Peking  
Choyang ..... " " Canton  
Lymoon ..... " " Canton  
Changsha ..... " " Australia  
Yuenang ..... " " Manila  
Thales ..... " " Coast Ports  
Aggregating, 5,445 tons register.

**HONGKONG AND WHAMPOA DOCK RETURNS.**  
Mellon Castle ..... in Kowloon Dock.  
Loughmoe ..... " " " "  
Humber (H.M.S.) ..... " " " "  
Robusta ..... " " " "  
Oisaphal ..... " " " "

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief, and a permanent benefit. The Medical Profession in the various countries of the world universally declares it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Messrs. W. & A. G. Scott, Ltd., Hongkong—Adm.

## HONGKONG GOLF CLUB.

## PROFESSIONAL PAIRS TOURNAMENT.

After a somewhat protracted period of play the above competition was concluded on the 18th instant.

The entries this year fell short of those in June, 1896, by eight couples, and two short of those in 1895; the mercantile element only sent two representatives, which gives a very poor average compared with those supplied from other sources. The links were more or less under water on many days owing to heavy rains, and the Committee had to be somewhat lenient in the matter of dates for the completion of the various ties. However, in spite of adverse conditions, a very pleasant series of matches were played, and the semi-finals produced some very close play. In the final the play of all save that of the captain of the Club was not up to the usual form, and the delegates of finance became the masters of the situation by a margin not quite looked for by their opponents.

**FIRST TIES.**  
Mr. E. A. Ram and Mr. C. W. Spriggs (architects)  
Mr. V. A. C. Hawkins and Mr. A. S. Anton (bankers)  
Dr. J. M. Atkinson and Dr. J. Bell (medical)  
Mr. C. W. May and Mr. J. D. Smart (bankers)  
Mr. C. H. Grace and Mr. W. Taylor (non-descript)

Messrs. G. Stewart and M. Stewart (finance), allowing 7 strokes, beat Messrs. F. A. Cox and G. Milward (shipbuilding) by 7 up and 5 to play.  
Messrs. C. A. Tomes and H. L. Dalrymple (merchants) allowing 5 strokes, beat Com. Taylor and Lieut. Plesner (Navy) by 2 up and 1 to play.

Messrs. J. Hastings and M. W. Slade (naval), receiving 4 strokes, beat Capt. G. F. Phillips and Mr. M. D. Wood (Army) by 6 up and 5 to play.

**SECOND TIES.**  
Messrs. E. A. Ram and C. W. Spriggs, scratched to Messrs. V. A. C. Hawkins and A. S. Anton.  
Messrs. G. Stewart and M. Stewart, allowing 6 strokes, beat Dr. J. M. Atkinson and Dr. J. Bell by 3 up and 2 to play.

Messrs. C. A. Tomes and H. L. Dalrymple, allowing 4 strokes, beat Messrs. J. Hastings and M. W. Slade by 2 up and 7 to play.

Messrs. C. W. May and J. D. Smart, allowing 2 strokes, beat Messrs. C. H. Grace and W. Taylor by 6 up and 5 to play.

**SEMI-FINALS.**  
Messrs. G. Stewart and M. Stewart, receiving 1 stroke, beat Messrs. V. A. C. Hawkins and A. S. Anton by 3 up and 1 to play. Messrs. C. A. Tomes and H. L. Dalrymple, receiving 1 stroke, tied with Messrs. C. W. May and J. D. Smart. Deciding to play the match over again, the first named pair beat their opponents by one hole.

**FINAL.**  
Messrs. G. Stewart and M. Stewart, allowing 1 stroke, beat Messrs. C. A. Tomes and H. L. Dalrymple by 4 up and 2 to play, thus securing a popular win to the captain of the Club and his brother, representatives of the financial world.

**THE "MAC KWEEN" CUP.**  
The quarterly meeting for the "MacKween" Cup, &c., will be held between the 23rd and 26th inst. and as the links are in a good going order, the grass having been mown to the advantage of straight drivers, with fine weather thrown in, it is hoped a good number of members will compete.

**Consignees.**  
"GLEN" LINE OF STEAM PACKETS.  
FROM MIDDLESBORO, LONDON, BORDEAUX AND STRAITS.

**THE Steamship "GLENOGLE"**  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 3rd August; otherwise they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 3rd August at 11 A.M. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 20th July, 1897. [104]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamship "CEYLON,"  
FROM ANTWERP, LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Madras, ex S.S. *Stern*.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 27th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 21st July, 1897. [105]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**  
STEAMSHIP "FATHAN,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.  
Hongkong, 21st July, 1897. [106]

## Entertainments.

## THEATRE ROYAL.

SATURDAY Afternoon,  
July 24th, at 5 o'clock sharp.

Finishing 6 30 P.M.

Professor RICHARD, SPECIALIST.

ADMISSION FREE.



RESPECTABLY DRESSED CHINESE and the General Public of all Nations and Castes are COURTEOUSLY INVITED; of the RESPECTABLE Class only.



## Intimations.

A STRIKING SUCCESS!  
MAYPOLE SOAP

WILL DYE TO ANY SHADE. BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, OR MIXTURES OF COTTON AND WOOL, &c.,  
Such as Blouses, Dresses, Underclothes, Ribbons, Children's Frocks, Pin-folds, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antiseptics, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Grass, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise, and Cardinal.

SOLE AGENTS for Hongkong and China.

WATKINS &amp; CO., Apothecaries' Hall, 66, Queen's Road Central.

Dr. KNORR'S  
ANTIPYRINE

patented

"LION BRAND."

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE (ASPIRIN-SILVER) PREPARATION. Used in Gout, Rheumatism, and all cases of acute inflammation, possesses a similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S  
MIGRAININE

"LION BRAND"

(ANTIPYRINE—CAFFEINE—CITRATE)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analeptic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARNWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach, will be despatched for the above Ports on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 21st July, 1897. [1113]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI AND VLADIVOSTOK.

(Taking Cargo and Passengers at through rates for SHANGHAI, HANKOW, KIUKIANG, CHIOFOO, TIENTSIN & NEWCHANG.)

THE Company's Steamship

"CHUNSAUNG."

Captain Bai'er, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st July, 1897. [1110]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

THE Company's Steamship

"TAKSANG."

Captain P. H. Rolfe, R.N.R., will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th July, 1897. [1079]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"ONSANG."

Captain J. Kynoch, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th July, 1897. [1108]

NIPPON YUSEN KAISHA.

"JAPAN-AUSTRALIA LINE."

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU."

Captain J. Jones, will be despatched for the above Ports on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A daily qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 6th July, 1897. [1037]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CROMARTY."

Captain Duncan, will be despatched as above on or about FRIDAY, the 23rd instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 16th July, 1897. [1036]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain E. Fyfe, will be despatched for the above Ports on SATURDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, 19th July, 1897. [1098]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NINGCHOW."

H. Willis Jones, Commander, will be despatched as above on or about the 24th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 21st July, 1897. [1112]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE."

Captain Saichet, is due here about 23rd instant, and will have quick despatch.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th July, 1897. [1043]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"FALLS OF DEL."

Lock Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 4th February, 1897. [1044]

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

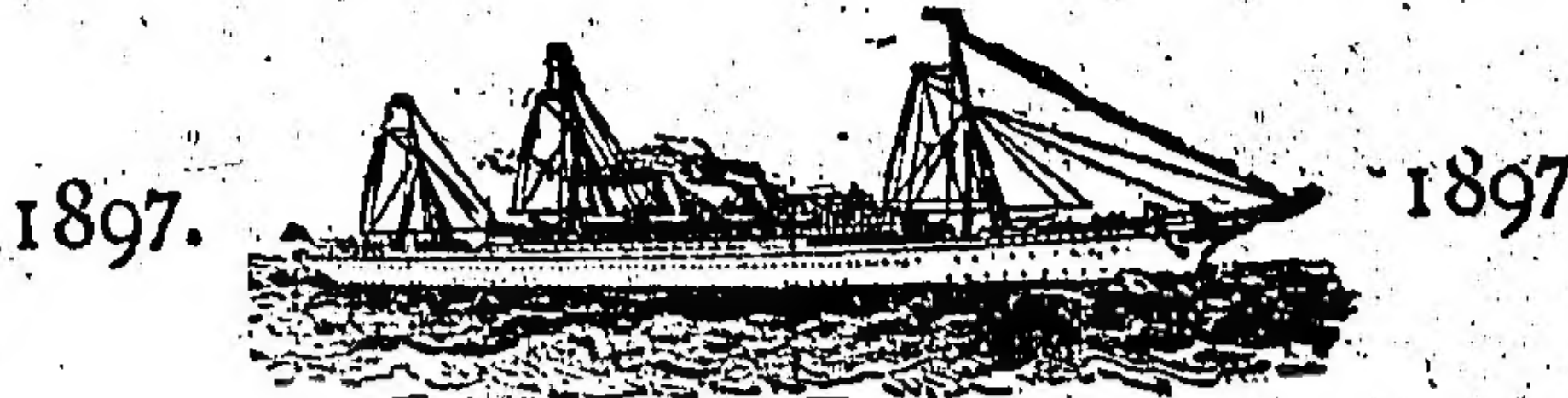
"HEATHBANK."

McKintosh, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1897. [917]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 11th September.  
EMPEROR OF JAPAN...Comdr. H. Fyfe, R.N.R...WEDNESDAY, 29th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey (avoiding the rough seas generally experienced in the latitude further South) and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Coast at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddy's Street.

Hongkong, 21st July, 1897. [13]

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 24th July, at Noon.

Gafo (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 14th Aug. at Noon.

Dork (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 2nd Sept. at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO ROUTES from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY, on payment of 25 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND TRIP in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare for one year, and who are entitled to a return ticket, will be allowed a 10 per cent. discount. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 15th July, 1897. [13]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT RED HAND BRAND,

HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR LAUNCHES,

F. &amp; C. SPECIAL LIGHT SCOTCH WHISKY, &amp;c.

JERRY KING'S

SHIPS' STORES AND REFRIGERATORS,

ALABASTER PLASTER,

REASONABLE PRICES.

Hongkong, 14th May, 1897. [13]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES.

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Columbia... [2,505] Tuesday... [1 July 27.]  
Tacoma... [2,549] Tuesday... [1 Aug. 17.]  
Victoria... [2,507] Tuesday... [1 Sept. 7.]  
Olympia... [2,508] Tuesday... [1 Sept. 28.]  
Columbia... [2,505] Tuesday... [1 Oct. 19.]  
Tacoma... [2,549] Tuesday... [1 Nov. 9.]

THE Steamship

"COLUMBIA."

Captain W. Hill, sailing at Noon, on TUESDAY, the 27th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

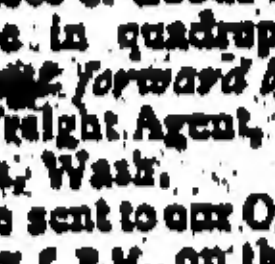
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,  
General Agents.

Hongkong, 6th July, 1897. [14]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CRYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHIRAPPORE."

Captain T. Widdows, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. Columbia leaving that Port on the 20th August for London direct.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to London, and will be conveyed via Bombay.

Freight will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 15th July, 1897. [15]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA, AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
SALVADOR, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHERN PORTS.

TO LANT PAKSANG AND LUOGAL.

W.B. CARRON CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern... [2,505] Tuesday... [17th Aug.]  
Prinz Heinrich... [2,549] Tuesday... [17th Sept.]  
Frankfurt... [2,507] Tuesday... [12th Oct.]  
Sachsen... [2,508] Tuesday... [9th Nov.]  
Bayern... [2,505] Tuesday... [7th Dec.]

Prinz Heinrich... [2,549] Tuesday... [14th Jan.]

ON TUESDAY, the 27th day of August, 1897, at 10 A.M. the Company's Steamship

"BAYERN," Captain R. H. Holsen, with

MAILS, PASSENGERS, FREIGHT AND CARGO,

will leave this Port as follows:—

For Hamburg, via London, on MONDAY, the 29th August, at 10 A.M.

For Bremen, via London, on MONDAY, the 29th August, at 10 A.M.

For Antwerp, via London, on MONDAY, the 29th August, at 10 A.M.

For Rotterdam, via London, on MONDAY, the 29th August, at 10 A.M.

For Amsterdam, via London, on MONDAY, the 29th August, at 10 A.M.

For Copenhagen, via London, on MONDAY, the 29th August, at 10 A.M.

For Stockholm, via London, on MONDAY, the 29th August, at 10 A.M.

For Goteborg, via London, on MONDAY, the 29th August, at 10 A.M.

For Malmö, via London, on MONDAY, the 29th August, at 10 A.M.